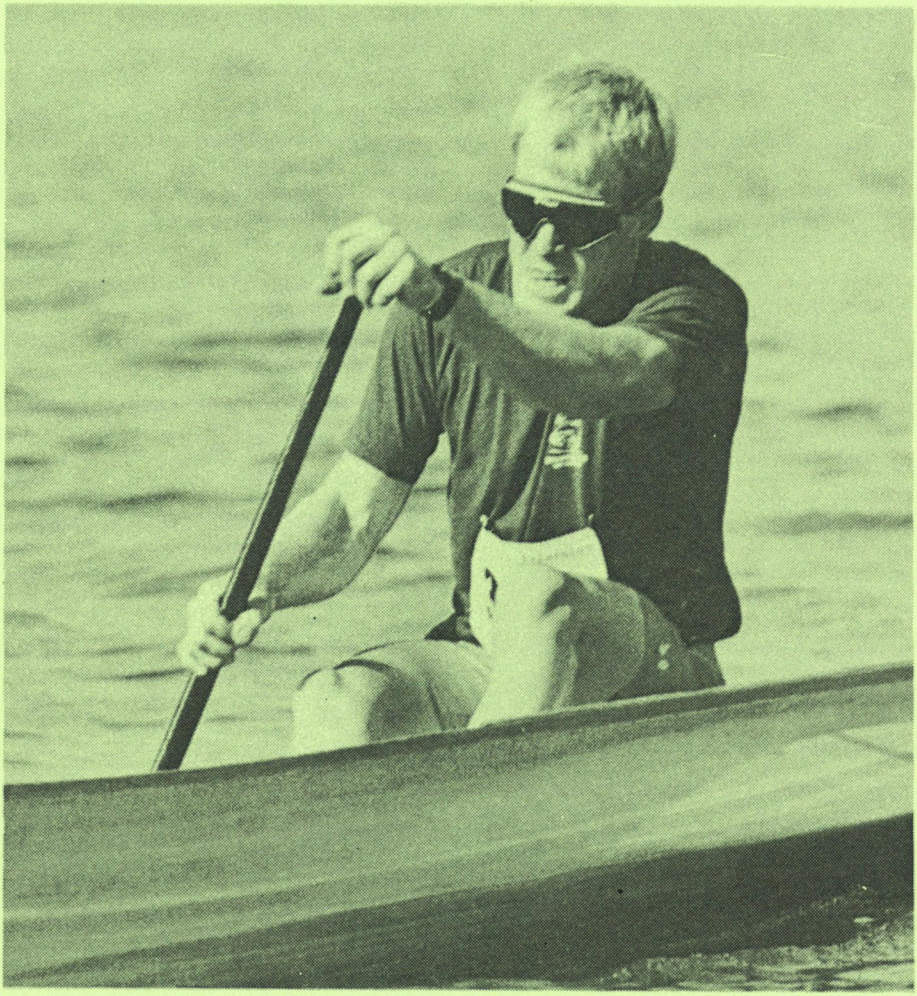
HUT!

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Reggie Clark, First Place, REI/MCA Baker Triathlon.
Photo (c) 1987, Burt Levy Photography

Minnesota Canoe Association
P.O. Box 13567
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HUT! is the signal on which paddlers change sides. It was first used by Tom Estes and Eugene Jensen in the 1940s as they won four Aquatennial canoe races. It was adopted as the title of the MCA magazine because it symbolizes the teamwork and coordination necessary for effective canoeing.

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Send submissions to:
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FROM THE BOW

For starters, I would like to thank all of the board members who have moved on for a job well done. I would also like to welcome back those who have hung in, and provide a great big welcome to the enthusiastic new folks that we now have with us. My coming to write this column began one dark stormy September evening when I received a call from Al Gustaveson. He was looking for a successor for the position that he has most greatfully served for the past three years. After some careful soul searching, I agreed, and as they say; "let's make history" (or something like that!).

I have asked the other board members to jot down some of their goals and attitudes about the MCA. As you will surely be able to tell from their comments and photos elsewhere in **HUT!**, the board members don't take themselves too seriously, but they do view their involvement with this organization with total commitment.

The goal I have set for myself is to try to attract a hopefully infinite number of people who are able to take on some small task and run (paddle?) with it. We have seen this to a great degree already. All you have to do is look at the vitality of the Rapids Riders, builders, racers, or the Duluth Chapter. In my brief term as president (one meeting so far), we have been approached by some folks with king-sized dreams who want to share them with the whole of MCA. As such: we have taken on a very controversial sponsorship of the Womens Dragon Boat Racing Team that could well give the MCA unprecedented local, national and international recognition. We have pledged to Dan Szymanski unlimited "Atta-Boys," access to **HUT!**, and are encouraging our members to participate in his attempt to circumnavigate Minnesota's border by self-propelled means only. Dan's preferred mode of travel is by canoe, and I hope to join him on one or more segments of his journey. Other items in the works: We have been invited to particpate in the 16th Annual Boat Show (they're even paying us) to help round out the offerings of motor boats only, that most of the exhibitors offer. Also, rumors are abounding once again, this time true, that there will be a new building book available by the Building Show.

Now we get the crux. All of these goals have been realized because folks have either been asked, or better yet, have initiated some grand or small task that gives back to our organization at least a small part of what they have gained. If your particular interest in canoeing isn't being served, there's no one to point a finger at except yourself. We need to hear from you. I know you will get plenty of advice and direction from the board on how to accomplish your goals.

On yeh, just a warning to those 135 members who responded YES!! to the MCA Survey question that asked if they would like to help out. Every board member is now armed with a copy of that list, and they won't hesitate to use it! If you didn't get on the list, don't worry, I'll be glad to add you to it. Just let me know who you are 'cause we need YOU.**--Burt Levy, President**

RIVER RAMBLIN'S

It can be difficult to verbalize one's thoughts on a topic of concern, but even harder to place them on a clean sheet of paper. When you see your bias in print before the world, they read in your inner ear as the shrill harpings of some other hidden ego; one most often left sheltered away for fear of contradiction, and ridicule.

That is exactly the case in this instance when we have been asked to outline our views and concerns, plans and hopes, as new members of

the Board of Directors. I won't try to fool you by trying to act as the new kid on the block. I've been here before and some of my views on conservation are not unkown to members of the club. My concerns are fairly catholic... i.e. clean air, clean un-fettered water, acid rain, and so on, as most of us dilettantes are wont to express. Where I am starting to differ with many of the others is in that I am not satisfied with the time tables being set forth by our state and national governments. I am not satisfied with the equivocation, the wishy-washy if you will, attitude that is so often the reason for non-compliance and non-action.

For example...in my opinion the President, Congress and big money corporations of this country are selling our lakes and rivers for the profit realized by not implementing the existing technology to control acid rain. They say "it costs too much," and "people won't foot the bill," which in reality is bull hocky! In study after study, the American public has reaffirmed its willingness to pay the extra dollars to stop the rape of our woods and waters. It is the GM's and NSP's of this world, who like US Steel at Silver Bay, will let it continue until the little particles of asbestos are impossible to deny.

I don't want you to forget the Indian children at Grassy Narrows. I want you to remember them and remember that their deformities came from a paper mill discharge just like the discharges that presently make it "unwise" to eat fish caught in the Rainy River.

I don't want you to forget the lakes in upstate New York where you can see "all the way to the bottom" 'cause nothing will grow in them they are so acid.

I want to shake you up, get you mad, and make you share my contempt for those who sell our children's birthright to live in a untainted world for a 7/10ths rise on the stock market.

So I'm going to keep harping away all of the coming year about who is obfuscating the issues and where some of the hidden agendas may be found. Along the way I'll try to do some of the nature notes stuff that John Nosek was so good at. But, Aldo Leopold I'm not.

Together we'll have some fun, maybe even learn something. I promise not to be vanilla, too wordy maybe, but not bland.

--Albert Gustaveson, Conservation Director

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CLIFF'S CORNER--ON MANITOU'S GOOD SIDE



I began my love affair with canoes at the age of 12, in a rustic scout camp set deep in the Michigan woods. The year was 1962, and the aging fleet consisted of wood-ribbed/canvas Old Town Guide's and somewhat sleeker Thompson's. There were a couple of Shell Lake's and one 17 foot Peterborough. No tin boats. Just honest-to-God real canoes.

I paddled those boats with impudence on such sweet rivers as the Pere Marquette, the White, the Pine and Manistee. Occasionally I cracked some planking or a rib. Once, I holed a bilge in the old Thompson. But nothing serious. Any damage was handily fixed with a can of Kuhl's canvas cement, some scrap muslin, and a dash of old-time know-how.

In 1966, I purchased my first canoe--a 15 foot "Indian Brand." Her noble birch-bark paint job suggested she was a hot performer. Within months after joining the "Hoosier Canoe Club" and USCA, I learned better. Much better. The Indian Brand was quietly traded for a teal blue Sawyer Cruiser, and almost simultaneously, a shoe-keeled Grumman. My fleet began to grow.

I used the Sawyer and Grummy without incident for many years before graduating on to the indestructible ways of Royalex and Kevlar. I had little real need for the "Killer" materials, though I touted them openly. For other than the Thompson, I'd never holed a canoe; never broke a rail, pulled a rivet or bent a keel. Some gel-coat damage and cracks, that was all. I'd developed good paddle skills and good judgment. I began to think I was "invincible."

Then came the summer of '87, and with it, "enlightenment." Suddenly, my luck began to sour. I'd paddled and portaged for three decades--no problem. Now, within a span of four weeks, I would destroy two expensive canoes, two $75 paddles, and a canoe trailer. In all, the tab came to some $4,000.

Scenario One: Wrap-up of the Mad River Kevlar Explorer --Darrell's Mistake on the Steel River, at relatively low water. I'd done the Steel four times in the past. This was trip five. I canoed her at "flood stage," at "average levels," at "walk 'em down the middle low water," and at "moderate high." This was my first run at "moderate low".....in a tandem canoe. My little LadySlipper would remain at home.

My unskilled partner paddled bow, as we approached the drop. "Right," I called...and left we went. "Right," again, I yelled. And we went left. I shifted to paddle lingo. "Crossdraw, dammit!" Instantly the boat curved right, and into the awaiting boulder.

Seconds later it was over. She bellied up against a rock--a classic 120 degree wrap. Dolefully, I stood on a downstream boulder and listened to the ominous chorus of cracking sounds, produced by the breaking Kevlar. Ultimately, the damage complete, I shuffled to a point where I could take good pictures of the disaster, deeply grateful the wrestled hulk was not my beloved LadySlipper.

Later, with the help of friends, we pried her free. Amazingly, the rails did not break--testimony to the strength of Vermont white ash. I punched out the center with my fist, confident the hull would break apart. It didn't. The craft resumed its former shape. There were five tears in the hull--all through a single layer of Kevlar. Strong stuff indeed, and certainly impressive. I paddled her home as is. There was no need for duct tape.

Three days it took to fix her solid. She's a "working boat" now, not real pretty, but plenty sound. She'll live to run another river.

Mistakes: Yeah, I could blame it on my bow partner. Most folks do. But it was my fault. First, the mix-up in directions. Shoulda said "crossdraw" to begin with. I'd trained her that way. "Right" just didn't register. Then there was my over-confidence. I'd run this rapid successfully four times, knew it cold, or so I thought. Fact was, at this water level, the path was far left. There was no sneak at right. I should've known better. I should've checked it out.

Scenario two: Two weeks later, five friends and I began the long northward drive to Saskatchewan and the very remote Cree River, which, according to friend Bob Dannert (who made the first canoe descent in 1985) had the best fishing in North America (Bob didn't lie!). Ours would be the fifth descent, and a CANOE magazine feature story to boot.

One hundred miles from LaRonge, the trailer tongue broke. We were running 55 when it happened, and the disaster couldn't have been more complete. The trailer rolled over then skidded down the black top for a quarter mile before we got it stopped. Damage included a bent axle and tree, a broken box..and a trashed-out Old Town Ranger--a steel rail on the trailer tree sliced the hull cleanly in two.

I stood there quietly, numbed by the tragedy. The trip was over, maybe the next one as well. For in just three weeks, I'd be leading a Science Museum sponsored trip down my beloved Fond Du Lac River But now there was no trailer. And we were one canoe down.

Harry, the optimist, disconnected the mess and wheeled the Chevy Suburban southward towards Wayakwin, 2 Km away. There was a gas station there, maybe a welder. Fifteen minutes later, Harry returned, all smiles--an industrial grade welder with a full shop on his truck, in tow. Now there are maybe 30 of these guys in all of Saskatchewan, and this one was just quietly gassing up just one mile away. It was all quite incredible. Forty minutes later and our wheels rolled again.

Next step, to find a canoe. A good canoe. After all, this was a fifth descent. And a whitewater river to boot. Two hours searching brought to light the only option in town--a 16 foot aluminum Springbrook, which came complete with hogged keel and well-dented hull. Right then we all agreed a Coleman would have looked good. My enthusiasm for the Cree River dimmed.

As I stood there, dolefully crying in my beer, I spied a trailer with the curious Mad River bunny on the side. There were two boats on the rack--a Royalex Courier and a 17-foot Explorer, both neatly tricked out with knee pads, yoke and splash cover. These were "personal" canoes: No way would these be rented, let alone to the likes of us who would use them in a serious wilderness setting. Nonetheless, it was worth a try.

"Hi, there..any place I can rent a good canoe?" I chortled. "In LaRonge? You gotta be kidding," said the tall blond man. With that, I introduced myself, bared my soul, and said we were "in one helluva mess." The man grinned, shoved out his hand, and introduced himself as Bill Irwin, rep from Mad River Canoe.

"No problem, Cliff. Take my boat. No charge. You guys are lucky I was just passing through."

Luck? Hardly. Manitou was smiling. I firmly believed the Great Spirit had ordained it!

And now to the rest of the story. Getting to Seeger Lake and our awaiting float plane required some 200 miles of driving on Class IV gravel--no services, no assistance. This, plus three miles of

MANITOU--Continued on page 8.

MANITOU--Continued from page 7.

4-wheel drive slogging through knee-deep sugar sand to the pick-up point. Part way in, we got a flat on the big Suburban. About then, Harry noticed we were too short of diesel fuel to make the return run to LaRonge.

At this, we unloaded gear and canoes, and while some began the long portage to Seeger Lake, Harry and I wheeled back toward the tote road, hopeful of locating a source of fuel and tire fixin's. But we were pessimistic: We had seen no one, not so much as a truck, during our five hour drive the night before.

Just as our four-wheeler climbed onto the hard gravel, a giant road grader loomed into view. We explained our problem to the smiling man behind the wheel, then heard the words: "Go back about 10 miles: my boss'll help you. Godd luck....A!"

Help is an understatement. The Saskatchewan Department of Highways was more than a friend in need. They fixed our tire and gave us 10 gallons of diesel--enough to get back to LaRonge. And oh, yes--no charge! It was all quite unbelievable. Suddenly, Manitou burst into a big broad grin!

This Summer brought appreciation and new awareness. I've learned it never pays to take a river for granted. Any river. Even one you've done again and again, before. And I've discovered that there are a wealth of wonderful people out there. Most of all, I'm grateful to be on Manitou's good side once again.**--Cliff Jacobson.**

C'MON ABOARD!

16TH ANNUAL

BOAT SHOW

JANUARY 27-31, 1988

MINNEAPOLIS AUDITORIUM

MCA TO BE AT THE MINNEAPOLIS ANNUAL BOAT SHOW

The MCA has been invited to participate in the Minneapolis Boat Show. It will be January 27th through January 31st. We need volunteers to man, er... person, the booth. This would be an excellent chance to help the MCA. Sound like an expert to the general public, and get a free ticket to the boat show.

It is also time to start thinking about our Annual Building Show in February. If you want to volunteer to help, have a canoe you want to exhibit, have topics you would like covered or suggestions on how past shows could be improved, please call me. (612) 884-0033. I am easiest to get in touch with days and weekends.

--Mike Ludvigsen, Building Director

WE'D RATHER BE CANOEING

Now that we have the responsibility of membership and publications in one household, we have discussed some goals we want to achieve for the next year.

In the past, we have usually retained a certain number of members, but have many who do not renew, and always have new members joining our organization.

We have a goal to try to retain the current membership, with no one "dropping out." We have been trying to think of some incentives to keep our members interested enough in our association to continue their membership. Perhaps the social events we have started might interest more than just the "core" group of people. We are asking for your assistance in other ideas of how we can retain the members that we currently have.

Another goal is to try to interest new people in our canoe association. We want to see our membership increase by several hundred over the next year. If anyone has a friend that canoes, and doesn't belong to the MCA, tell them about our association, about all our summer cruises, races, expeditions, etc. You might find that your friend will want to join, and will thank you later for telling them about it. Tell them about our special events, the Boat Show in January, the Building show in February, the Whitewater Expo in March.

The MCA has a lot of activities in the winter months to still keep our members interested in canoesport.

Our goal in publications is to continue to produce a quality magazine for you. Remember, though, this is your publication, for the members of MCA. If we don't get any contributions, we have no **HUT!** We are not talking about Cliff's Corner, or any contributions from the board of directors, although we know that they will continue to contribute their thoughts, ideas, and skills to us. We want to hear from YOU. We are looking for trip reports, book reviews, danger points (on rivers, that is) you have seen, etc. Our goal is to continue to keep **HUT!** the best club publication around. We can't achieve that if we don't have the input from the general membership.**--James Robinson, Publications Director; Verna Robinson, Membership Director**

BOARD OF DIRECTORS MEETS AT CAMP WHATSWRONGWITHTHISPICTURE

The photos on the following pages were taken at the first assembly of the new MCA board of directors. We met on November 4th at Camp Whatswrongwiththispicture situated on beautiful Studio Lake, somewhere near the outer limits of Bloom County. These candid photos were taken just after we adjourned our meeting and were relaxing around the fire. Critters courtesy of Nature's Unnatural Acts, Inc.

For those of you that have requested some canoe photography tips: The camera used was a 35mm Macro Clandestine coupled with a 5,000mm f/0.004 Syma-Megascene lens. Exposure was at full aperature with a shutter speed of around one/part-of-a-second using available light only. Film was Agfa-Ilfokodak Pan rated at ASA 8,000 developed in Boy-O-Boy Max for 4 hours at 78 degrees. All prints were completed as quickly as possible so as not to damage any darkroom equipment and toned in last week's coffee grounds to enhance shadow detail.

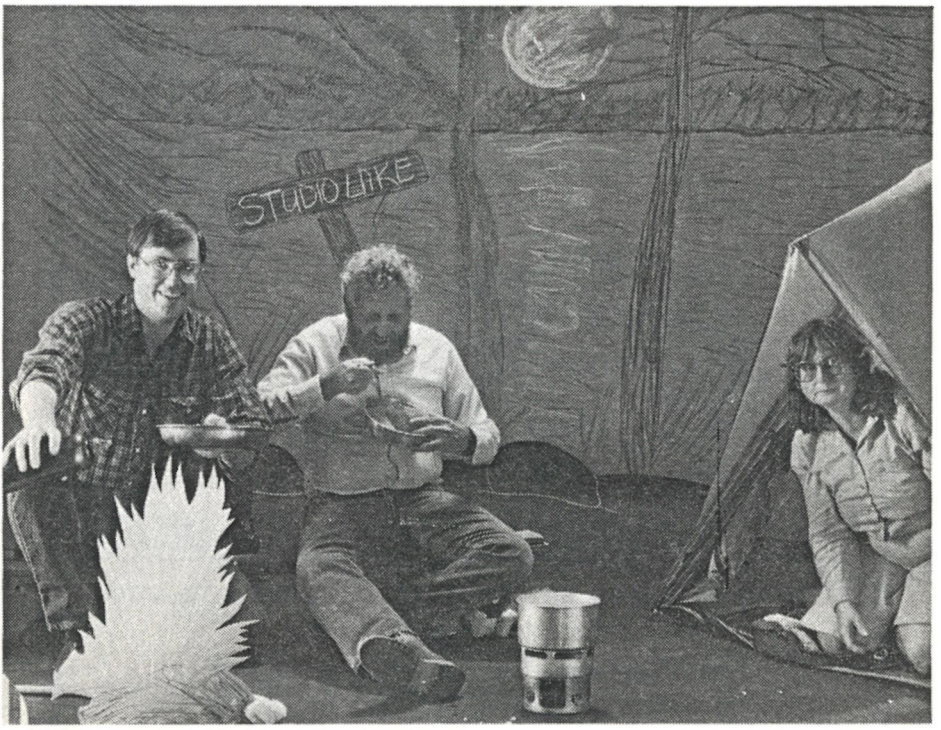
Page 10, top photo, L-R, Caryl Duke, Director through '90; Burt Levy, President; Bob Brown, Director through '89. Bottom photo, L-R, Venice Barsness, Director through '88; Don Mitchell, Vice President; Sue Hix, Rapids Riders President.

Page 11, top photo, L-R, Bill Simpson, Education and Safety; Karyn McAndrew, Cruising; Al Gustaveson, Conservation. Bottom photo, L-R, Keith Bogut, Treasurer; James Robinson, Publications; Verna Robinson, Membership.


STUDIO LIKE




STUDIO LIKE


STUDIO LIKE

FROM THE TREASURER

I've been a member of the MCA for approximately 2-1/2 years. In that time, I've had the opportunity to take a few classes and learn some paddling skills from some very knowledgeable people. As I continued to learn more about the organization, I was impressed by the depth and variety of skills that our members possess.

I found myself wanting to take a more active role, but was unsure of just what I could offer.

I read Scott McKell's article in the August '87 edition of **HUT!**, and decided I'd thought about it long enough. Since I make my living as an accountant, I decided to offer my services as treasurer. I called the then-current treasurer, Caryl Duke and told her of my new-found decision. She very graciously agreed to step aside and welcome a newcomer on board, and that was all there was to it.

I'm really excited about the coming year, and the chance to make my contribution to the MCA. My goals for the year consist of developing a sound, flexible investment plan for the current fiscal year; developing a longer term plan for growth and stability in the years ahead, and trying to increase our revenue producing capabilities.

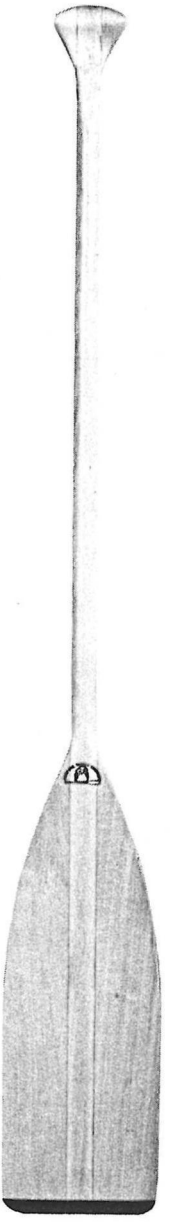
Any ideas or contributions you'd like to offer would be appreciated. Remember, this is your club. I'm looking forward to seeing some of you at our first monthly get together on Nov. 17 at the Richfield Ground Round. These meetings are a direct result of the membership survey, and an honest attempt by the previous board to be responsive to the desires of the members. Help us make it successful and encourage its continuation. See ya there.

--Keith Bogut, Treasurer



HAVE WE GOT A TIP FOR YOU!

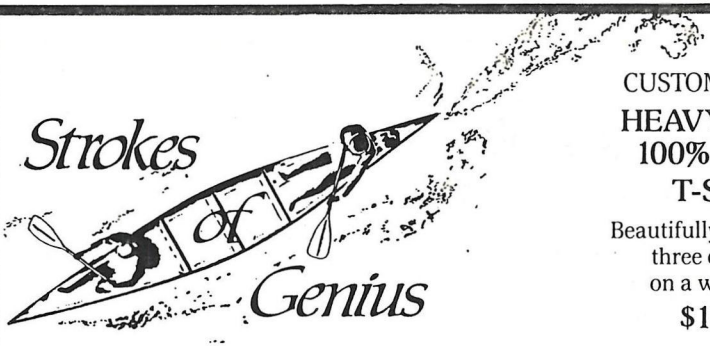
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EDUCATION AND SAFETY

I picked up a little booklet the last time I was canoeing in Canada titled "Gravel and Bush Road Driving, A Defensive Approach."-no kidding!

If you have even been on the access roads of Canada you'll understand why I found this pamphlet so humorous.

Your life is usually at stake at every turn in the road from maniacal logging truck drivers bearing down on you in a cloud of dust doing about 80 mph. The only defense is to stop your vehicle and get the hell off the road. To quote. "You can reduce the accident figures by following the 'Basic Principles Of Gravel and Bush Road Driving'"

The word R-O-A-D-S can help you recall the principles.

R- Remember to keep your sights high and wide.
O- Only drive according to existing conditions.
A- Always keep your eyes moving.
D- Drive within your capabilities and those of your vehicle.
S- See and be seen.

If you would like to read further on this fascinating topic, Don Mitchell has a chapter in Cliff Jacobson's book, "Canoeing Wild Rivers," that deals with the frustrations of encountering bush roads while in the middle of a wilderness canoe trip.

My goals as Education and Safety Director for 1988 are as follows:

To help coordinate and continue our Canoe School Weekend this Spring.

Larpenteur) in St. Paul. Our program will be a seasonal one: Cross Country Ski basics. For directions or additional information, call Paul at home (612) 644-5235 or work (612) 339-3433.

27-31 BOAT SHOW. The MCA will have a booth at the show. Plan to help out. More details on page 8 and in the January **HUT!**

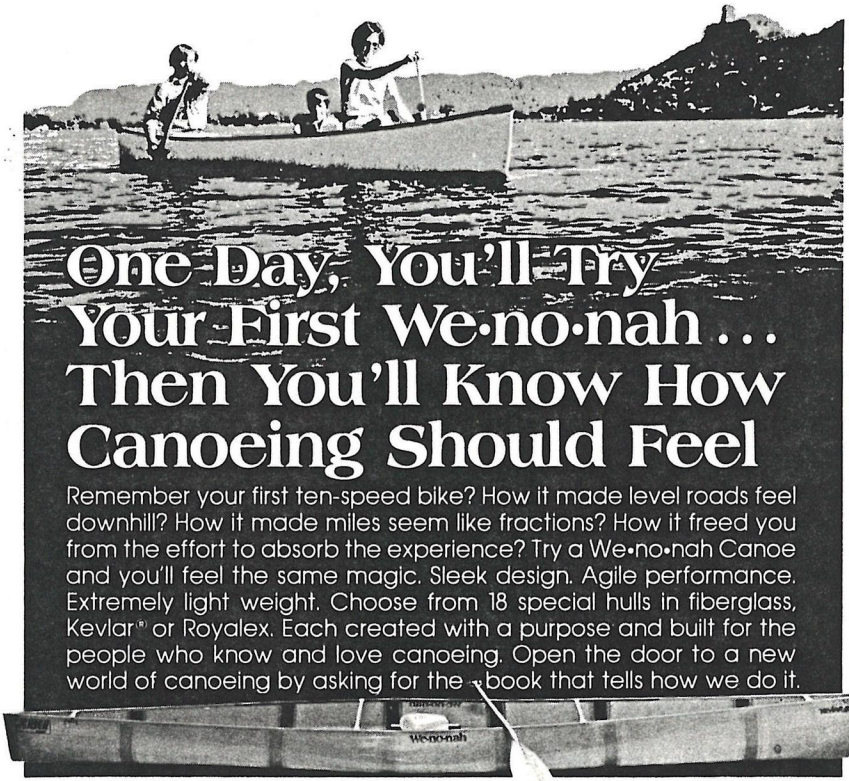
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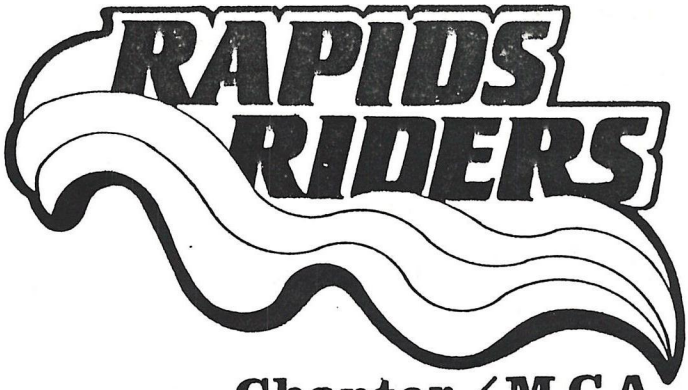
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28	29					

SPECIAL EVENT:
Builders Show and Annual Banquet. Saturday the 13th.

3 WED MCA BOARD MEETING. 7:30 p.m. Location to be decided at December board meeting.

13 SAT BUILDERS SHOW AND ANNUAL BANQUET. Details in January and February **HUT!**





Chapter / M.C.A.

NEWSLETTER OF THE WHITEWATER CANOE AND KAYAK CHAPTER
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Vice President: Ed Schneider, (612) 487-1811
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Gary Nagel, (612) 487-2079

RAPIDS RIDERS CHRISTMAS PARTY

Plan to come Saturday, December 12, starting at 7:30 p.m. and celebrate with your fellow paddlers! Whip up your favorite recipe and contribute to our potluck. Chapter members may look forward to receiving a flyer in the mail soon! This party will be held in lieu of our December meeting.

TUESDAY, JANUARY 12th, 1988 RAPIDS RIDERS MEETING

Rapids Riders will meet at the home of Paul Martin 1502 Arona (At the corner of Nebraska and Arona, off Snelling between Como and Larpenteur) in St. Paul. Our program will be a seasonal one: Cross Country Ski basics. For directions or additional information, call Paul at home (612) 644-5235 or work (612) 339-3433.

FRIDAY, DECEMBER 11TH, POOL SESSION

Feel like a fish out of water? Interested in some pool time to keep in shape and hone your paddling and rolling skills? Call Marcus Witt, Home phone (612)894-3523. First tentative date is Friday, December 11th 8-10p.m., at Oxford pool I-94, and Lexington (SE quadrant). Call Marcus to reserve your spot or to obtain further information.

GOALS FOR 1987-88:

To continue and enhance our educational program (whitewater paddling, rolling and river rescue course.)

To promote safe, fun whitewater paddling through organized cruises (at all skill levels), Whitewater Expo, regular meetings, and other related activities.

To give back something to a group that has given me whitewater paddling skills, lots of new paddling friends, and some terrific experience.--**Sue Hix, President, Rapids Riders**

To coordinate and help with instruction in several Efficient Paddling classes next year.

To cover safety issues on a regular basis in **HUT!**

To keep in contact with the Rapids Riders Chapter in setting up their Safety and Rescue courses.

To continue reviewing items of general interest in **HUT!**, including river reviews, trip descriptions, book reviews, etc.

To contribute regularly to the Mississippi Mud section of **HUT!**-including race calendar, race results, practice sessions, technique and training, etc.

River Reports:

Root River, South Fork. This is a shallow, meandering little stream that flows through the bluff and farm country of southeastern Minnesota. The river by itself makes a pleasant day trip, especially in a solo canoe, but what really enhances the experience is using the new Root River bicycle trail for the shuttle. Lanesboro is the trail terminus and your bike can be safely left anywhere in town. A winding little dirt road provides canoe access. The folks in town can give you directions. Lanesboro also has a pleasant town park for overnight camping.

Cannon River. This is another southeastern Minnesota stream that has a new state bicycle trail along side it. The Cannon generally has more water in it than the Root, and is usually navigable throughout the season. My favorite section is from the village of Welch down to the Mississippi. This stretch is primarily roadless and has high bluffs, goat prairies, and bottomlands surrounding it. The bike trail is partially asphalt, the remainder crushed rock, and a wider-tire bike is best suited. Citizens of Red Wing can give you directions to the trail.--**Bill Simpson, Education and Safety Director**

HYLAND PARK XC SKI FAIR



Midwest Mountaineering and The Hennepin Parks presents:

THE HYLAND PARK XC SKI FAIR

Sat., Dec. 5 and Sun., Dec. 6 at the Hyland Outdoor Rec Center

FEATURING: Ongoing activities both days--Intro to Ski Touring and Skating--Basic Waxing--Demo Skis--Guest speakers--Latest XC ski equipment

MIDWEST MOUNTAINEERING

309 Cedar Ave. So. Mpls. • 339-3433 • M-F 10-9 Sat. 10-6 Sun. 12-5
Park free behind our store or across the street.

Ask us. We've been there.

CALENDAR OF EVENTS

DECEMBER

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

SPECIAL EVENT:
MCA Monthly Meeting
Monday the 14th

2 WED MCA BOARD MEETING. 7:30 p.m. Robinson's, 4421 36th Ave. North, Crystal. 588-5402.

11 FRI POOL SESSION. Feel like a fish out of water? Interested in some pool time to keep in shape and hone your paddling and rolling skills? Call Marcus Witt, Home phone (612)894-3523. First tentative date is Friday, December 11th, 8-10p.m., at Oxford pool I-94 and Lexington (SE quadrant). Call Marcus to reserve your spot or to obtain further information.

12 SAT RAPIDS RIDERS CHRISTMAS PARTY. Plan to come at 7:30 p.m. and celebrate with your fellow paddlers! Whip up your favorite recipe and contribute to our potluck. Chapter members may look forward to receiving a flyer in the mail soon! This party will be held in lieu of our December meeting.

14 MON MCA MONTHLY MEETING. 6:30 - 9:00 p.m. Richfield Ground Round. 1500 E. 78th Street.
Program: Bob Brown, Canoe Building.
Although food and beverage will be available for purchase at the Ground Round, **NO PURCHASE IS REQUIRED FOR ATTENDANCE.** We want you to join us and meet in a social atmosphere other canoeists who may have similar interests to your own.

17 THU TWIN PORTS CHAPTER MONTHLY MEETING. 7:30 p.m. December 17 at the home of Pres. Tim Sundquist, 2510 East 6th St., Duluth. Subject to be discussed: Arrangements for the Ski Weekend.

25 FRI CHRISTMAS DAY. Give the gift that gives all year. Let someone know you care with a gift membership in the Minnesota Canoe Association.

JANUARY

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

6 WED MCA BOARD MEETING. 7:30 p.m. Al Gustaveson's, 1091 Hawthorne Avenue East, St. Paul. 778-8525.

12 TUE RAPIDS RIDERS MONTHLY MEETING. Rapids Riders will meet at the home of Paul Martin 1502 Arona (At the corner of Nebraska and Arona, off Snelling between Como and

DULUTH TRAVELER



NEWSLETTER OF THE TWIN PORTS CHAPTER
President: Tim Sundquist, (218) 724-4143
Cruising: Gardner Ellis, (218) 728-5304
Whitewater: Rick Luck, (218) 724-7992
Racing: David Spencer: (218) 624-3413
Membership & Treasurer: Greg Furtman, (218) 525-6027

Our Monthly Meeting will be held at the home of Pres. Tim Sundquist, 2510 East 6th St., Duluth. Subject to be discussed: Arrangements for the Ski Weekend.--**Tim Sundquist**

UNISYS CANOE CLUB

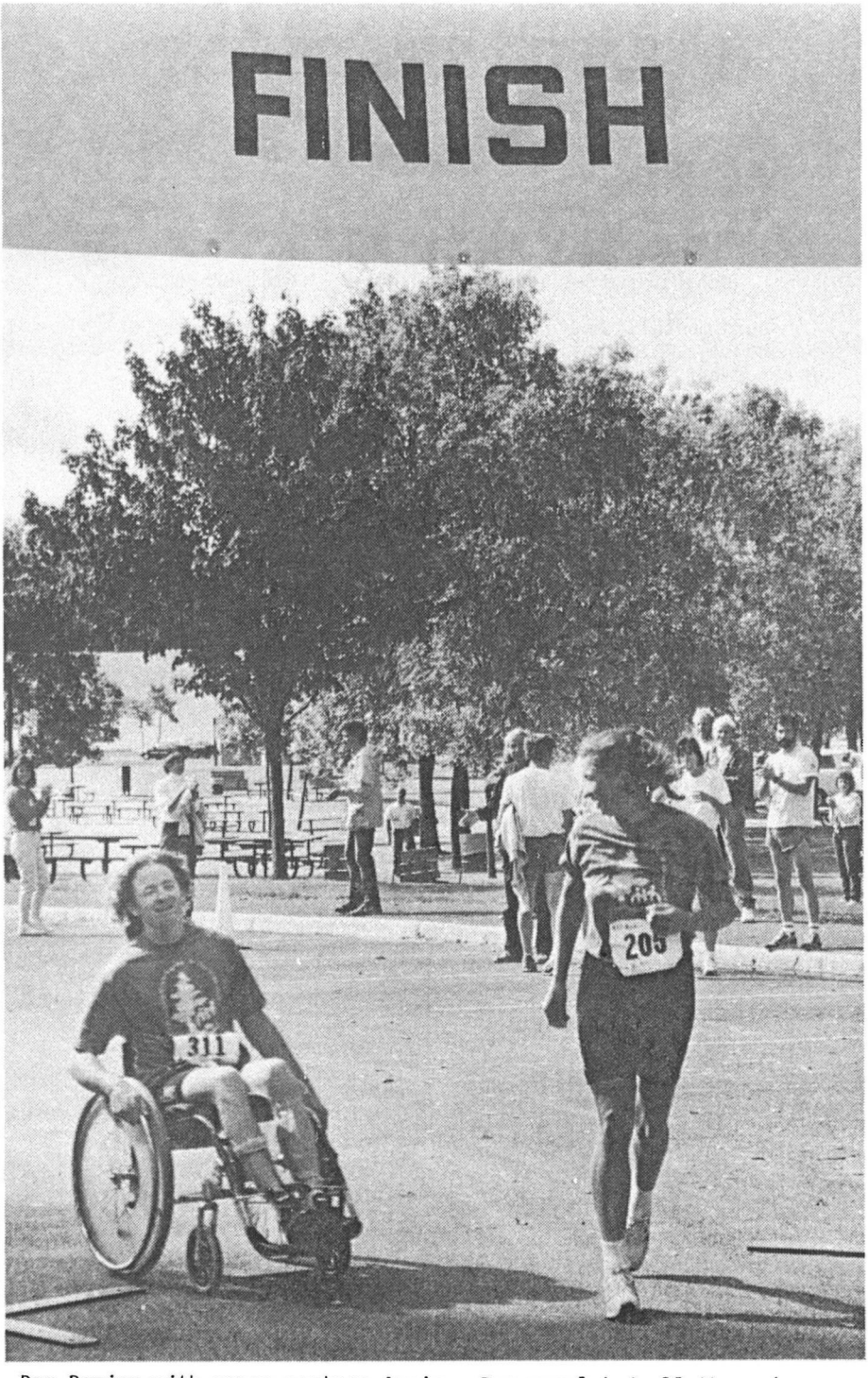
NEWSLETTER OF THE UNISYS CHAPTER
Winnie DauSchmidt (612)696-4378 (w) (612)644-6115 (h)

****
NO NEWS FROM THIS CHAPTER THIS MONTH
****

Mississippi Mud

NEWSLETTER OF THE LONG DISTANCE CANOE RACERS
President: Karl Ketter, (612) 636-8116
Race Calendar: Tom Nolz, (612) 689-5719
Rt. 1, Box 202
Cambridge, MN 55008
Coordinator: Betty Ketter: (612) 561-2208

Baker Triathlon results are given in the following pages.
Watch the January 1988 **HUT!** for more race results.



Dan Ramier with canoe partner Angie. Dan completed all three (canoe, bike, wheelchair/run) events at the REI/MCA Triathlon.

1987 REI/MCA Autumn Classic Baker Triathlon

MEN

19 & Under	Time	Place
Charlie Berg	1:12:37	1

20 - 29	Time	Place
Reggie Clark	53:18	1
Joseph Comer	55:03	2
Mark Moe	56:04	3
Art Gor	57:54	4
Jim Schultz	59:13	5
Robert Rider	1:02:01	6
Brad Severson	1:02:21	7
John Becker	1:03:11	8
John Kuduk	1:04:54	9
Kenneth Lind	1:07:25	10
Eric Ogren	1:08:01	11
Terry Kubat	1:08:33	12
Mark Nelson	1:13:05	13
John Brecount	1:17:48	14
Dan Ramier	1:26:37	15

30 -39	Time	Place
Pat Comer	56:04	1
Craig Colter	57:33	2
John Moody	58:42	3
Ron Rusk	1:02:43	4
Steve Tomczyk	1:02:53	5
Kevin Panzer	1:03:29	6
Tom Buckley	1:05:55	7
Daniel Shea	1:06:16	8
Bryan Kingstritter	1:06:51	9
Terry Anderson	1:07:09	10
Paul Brandes	1:07:59	11
Al Helgemo	1:10:02	12
Steve Brandes	1:10:55	13
Jeff Cohen	1:11:13	14
Robb Lagesen	1:11:29	15
Frank DeMarco	1:13:42	16
Steve Kleist	1:14:47	17
Kim Pearson	1:15:43	18
Larry McGee	1:23:38	19
Richard Stein	1:31:12	20
Richard Barry	1:32:49	21

40 - 49		
Mark Bursheim	57:17	1
Richard Train	57:46	2
Larry Meyers	58:30	3
Steve Hopke	59:36	4
Bill Simpson	1:01:42	5
Len Kalaklan	1:02:29	6
Chris Ziaskas	1:04:27	7
Doug Berg	1:05:44	8
Dennis Peterson	1:08:45	9
Phil Johnson	1:09:24	10
Robert Han	1:09:30	11

RESULTS CONTINUED ON FOLLOWING PAGE

MEN

50 and Over

John Hancock	1:01:34		1
Dick Mulkern	1:02:01		2
Ernest Olgren	1:02:32		3
John Burton	1:05:59		4
James Shrack	1:12:35		5
Jim Olbenk	1:22:25		6

WOMEN

19 & Under

Martha Olsen	1:22:25		1
Christa Schmidt	1:26:37	tie	2
Tina Nygren	1:26:37	tie	2

20 - 29

Sharon K. Becke	1:08:25		1
Katherine Moe	1:12:34		2
Cindy Hines	1:16:53		3
Angela Hill	1:18:58		4
Julie Banz	1:32:49		5

30 - 39

Kathy St. Peters	1:01:48		1
Karyn McAndrew	1:14:19		2
Connie David	1:47:09		3

40 - 49

Gretchen Hau	1:21:17		1
Jackie Neubauer	1:24:30	tie	2
Nancy Miller	1:24:30	tie	2
Sue Eckfeldt	1:47:09		4

50 & Over

We need 50 & over women racing next year! Start training now!

****
* LOOKING FOR THAT PERFECT CHRISTMAS GIFT? *
* GIVE AN MCA MEMBERSHIP *
****

SO WHAT DOES CRUISING HAVE IN STORE FOR US IN 1988?

I look at the Cruising Directors position as the coordinator of information on outdoor activities. In order to inform the membership of outdoor activities, my first goal must be:

I. To organize a cruising committee.
   A. This committee would assist in attracting and organizing members.
   B. The cruising committee should promote the submission into **HUT!**, by many, of:
      1. Short descriptions of routes taken and ecological highlites
      2. Identification of areas one would like to travel
      3. Responses of information about areas.

II. My goal is to develop a network of communication from the wealth of knowledge in our memberships about trips, about tripping.

III. My Calendar Guideline Goals are:

A. A trip calendar should always be at least 3 months in advance.

B. A potential trip calendar (where only general areas and date are identified) should always be 4, 5 and 6 months out.

The cruising committee would also add input to the structure of this new cruising or tripping program.

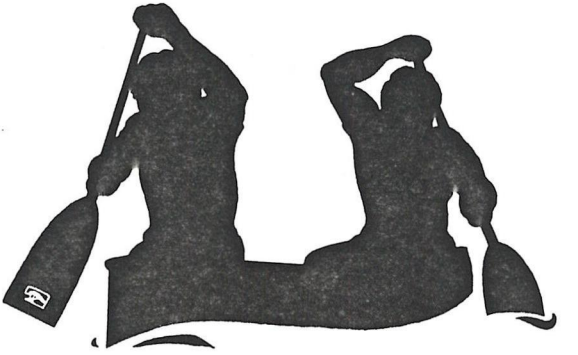
The topic of cruising has been in **HUT!** over the last couple of months. We have some time to develop a cruising program most suited to the needs of its participants, potential participants, and potential leaders. I need input from the membership and the board as to which of the many possibilities are preferable.

Over the winter, I plan on keeping the calendar full of skiing, snowshoeing, and winter camping expeditions. Bill Koch league information is needed from areas other than Stillwater. Please submit.

These goals may very well be enthusiastic, but cruising is the best part of canoeing, and I can't help my enthusiasm about that.

Please write your name and address and phone number on a piece of paper and tell me you're interested in more information about this cruising committee. Send to: Karyn McAndrew, Cruising, 552 E. Nevada, St. Paul, MN, 55101--**Karyn McAndrew, Cruising Director**

PUMPING WOOD



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BENDING BRANCHES

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ANNUAL MEETING OF THE MEMBERSHIP
MINNESOTA CANOE ASSOCIATION
October 21, 1987

The meeting was called to order by President Al Gustaveson, at 8:00 p.m.

The purpose of this meeting was to elect the 1988 Board of Directors. As there was no other business to call before the membership, Al gave a brief personal description of each of the candidates running for the board, and their qualifications for the positions they are running for.

A motion was made by Bruce Kunz and seconded by Karl Simer to accept the Board of Directors as listed below (with the exception of two directors at large positions) by acclaimation. The motion carried unanimously.

President--Burt Levy
Vice-President--Don Mitchell
Secretary--Kimberly Colburn
Treasurer--Keith Bogut
Membership--Verna Robinson
Publications--James Robinson
Cruising--Karyn McAndrew
Building--Mike Ludvigson
Conservation--Al Gustaveson
Education & Safety--Bill Simpson
Public Relations--Heidi Riepe

There were three nominees for the 1990 Director at Large position. They were:

Venice Barsness, Caryl Duke, and Bob O'Grady.

A written vote was taken and Caryl Duke will be the Director at Large through October of 1990.

There were then two remaining nominees for the 1988 Director at Large position (needed to be filled as Burt Levy vacated this position when he was elected president), and they were:

Venice Barsness, and Bob O'Grady.

A written vote was taken, and Venice Barsness will be the Director at Large through October of 1988.

Our new president, Burt Levy thanked Al Gustaveson for all of the hard work that Al has put into the club over the past years.

A motion was made by Al Gustaveson, seconded by John Kopp and unanimously carried to adjourn the meeting.

Respectfully submitted,

Debbie Murphy, Secretary

MINNESOTA CANOE ASSOCIATION
BOARD OF DIRECTORS MEETING
October 7, 1987

The meeting was called to order by President Al Gustaveson at 7:45 p.m.

In attendance were: Al Gustaveson, Debbie Murphy, Bob Brown, Burt Levy, James Robinson, Caryl Duke, John Murphy, Don Mitchell, Keith Bogut, and Bill Simpson.

The September Board of Directors meeting minutes were approved as amended.

Treasurer: Caryl Duke reported that checks written to the post office have increased to $150 due to increased mailing costs of **HUT!**

Publications: Jim Robinson wanted to personally thank Burt Levy for all the photos submitted by Burt for **HUT!** Jim reported that advertising revenues have exceeded $3000 for the year to date. The 1985 and 1986 **HUT!** issues have been bound due to members sending in extra issues for 1985. (Fun note: Jim asked the board to look for typos in October's **HUT!** -- AND WE FOUND THEM!)

Cruising: Bill hopes that the MADRAC cruise gets more promotion next year, it really is a fun trip. He also gave a report on a U.S. contingent going to China to participate in the dragon races.

It was reported that it is no longer necessary to portage County Road 73 on Minnehaha Creek due to reconstruction of the under-road culvert.

Public Relations: Bob O'Grady gave a short report on what had been happening with publicity releases. The question arose as to why we didn't use longer press releases. Bob said that longer ones were cut anyway, and sometimes vital information would then be cut, so it was easier to make the press releases shorter so that all the necessary information would be included.

The meeting was adjourned at 8:45 p.m.

Respectfully submitted,

Debbie Murphy, Secretary

EMS IS YOUR COMPLETE CANOE HEADQUARTERS!

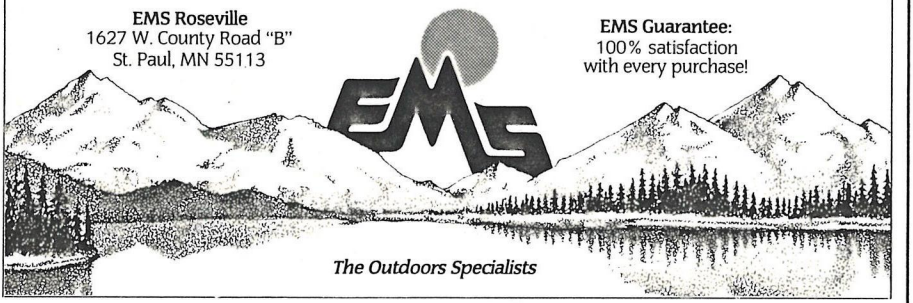
EMS, The Outdoors Specialists provides you with the best quality canoes and kayaks from Mad River, Sawyer, We-No-Nah, Old Town, Ranger, Mohawk, Perception and Aquaterra.

Our staff of experts can help you choose the right equipment for your needs from the largest selection in the area.
We carry a full line of boating accessories, as well as quality clothing and camping equipment.

MCA members present your current Hut! and receive a 10% discount off regular price merchandise.

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EMS Guarantee:
100% satisfaction
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MCA TO SPONSOR DRAGON BOAT TEAM

After considerable thoughtful and frank discussions, the Board of Directors has decided to sponsor and give financial aid to a Dragon Boat Team to compete in Taiwan and Hong Kong in 1988.

The club has received a 17-foot MCA Guide which was built for cost-of-materials and donated to be used as the directors deemed appropriate.

Shortly thereafter the MCA was invited to be part of the 1988 Boat Show and as an incentive, realized a modest amount of cash from the sponsors.

Accordingly the Board voted to use this windfall cash, after expenses for the Boat Show have been deducted, as a starter fund to sponsor the team, and in addition, decided to sell chances on the canoe, for a $2 donation, with the profits all being dedicated to the 1988 Dragon Boat Team.

It was decided that there was a real opportunity for the MCA to realize some heightened awareness with this promotion and sponsorship. Also, it should be noted that no monies are being deducted from present bank accounts, and that the prospective members of the team are being given an unlimited chance to raise as much as they can to sponsor the challenge. Projected expenses are in the twenty to twenty-five thousand dollar range for the 17 person team and each person is responsible for their own expenses. It can be envisioned then that all the "challenge" is not just on the course, but also in just getting there for the starting gun. We hope that with this promotion to take some of that stress away from our paddlers so they can concentrate on what's really important...a good showing for the MCA's colors on the harbours of the Far East and some much needed publicity for the MCA.--**Al Gustaveson**

U.S. DRAGONBOAT TEAM REPORT

Over 20 MCA members made the trek to Dubuque, Iowa on October 17 and 18 for a weekend of "Dragonboat Training" on the ol' Miss. It took a while to get our rhythm and strokes coordinated, but by Sunday we could really get that 1900 lb. craft moving. Plans are being made to bring it north to Minnesota this spring for cruises and training runs. Quite a number of members have already signed up for the festivals in Taiwan and Hong Kong next June, and we are close to having a women's team together (17 paddlers). If you would like more information on this unique opportunity, it's not too late to get involved. Call **Bill Simpson** (612)433-3451.

BUILDING--WEST SYSTEM UPDATE

A couple things have come up regarding West System products. I have purchased a few copies of a West System Publication "Fiberglass Boat Repair and Maintenance." This 48 page soft-covered book will be available through my depot for $2, with postage, $2.50. This book on boat repair has much that will carry over into canoe repair.

I recently wrote to J.R. Watson (Gougeon Bros Technical Advisor) regarding shelf life of their resin and hardener. He stated that they have used (in the plant) resins three to four years old and it worked fine.

He advised that sometimes the hardeners have turned red with age-this tints the batch and will discolor the work but does not affect the cure. The problem has been corrected that caused the red hardener.

The stored resin may form crystals. This is the result of the freeze-thaw cycle. I'd best move my depot indoors for the winter.

I have steered folks wrong on this point in the past. Should you have crystalized resin, try warming it up to 120 degrees F, stirring it with a clean stick, then inverting the can to melt any crystals off the cover.

We make every attempt to provide you, the customer with fresh resin, don't store it forever and expect it to be good.

A friend of mine is a chemist by trade. In his duties he has worked some with epoxy adhesives. He advised me on the importance of mixing thoroughly. He said be sure to scrape the sides of the mixing pot as the hardener will sometimes end up stuck to the side of the pot rather than mixed in. Don't get violent as this wipes air into the resin, but be thorough.

He also suggested holding the pot until the resin begins to warm slightly in the pot. This has to shorten the pot life, but this warming will reduce the viscosity of the resin allowing the molecules to realign freely, thereby developing a better cure.

Hopefully sometime soon, we will be able to offer a builders corner written by a chemist. This would remove much of the guesswork that we have been going by.--**Bob Brown**

BUILDERS CORNER--USING LESS THAN PERFECT WOOD

In September and October of 1987, I stripped up three canoes. I learned a couple things that I'd like to share.

It seems that no one cuts cedar trees taller than 16 feet. I have only found 16 foot stuff and no clear lumber.

I bought lumber from Scherer Bros. Lumber in NE Minneapolis for boats 21 and 22. I paid $128 for enough boards to build these two boats. I rummaged through their pile of 1 X 6's, selecting only the best from the entire pile.

As I sawed my strips I set all the perfect ones into one pile and anything with any defect into a different pile. By the time I finished sawing, I realized that the two piles were about equal size.

On boat 23, I bought strips from St. Croix Canoe Company. I paid about a dollar per strip for the ready-cut stuff. I sorted through them, bunching them according to color variations and set aside any that were not perfect. Out of 80 strips, I had 26 with a knot or ding or something leaving it less than perfect. Not good but definitely better than the lumber that I had bought and sawed myself.

OK, now what am I going to do with all the knotty lumber? I don't like to put knots into the hull, it can be done, but they can cause problems glassing and they invariably cause a bump at the knot. My answer is to break each strip at the knot and then lay out the short pieces arranging them according to their new lengths. Now as I build I can go to this pile and find a piece that is just long enough to do the job. By doing this, very little goes to waste.

The way you lay up a canoe will determine how many full length strips you will need and how often you can fit in shorter pieces.

My good friend, Martin Van, (Eau Galle Boat Shop) strips canoes following the procedure discussed in the book "Canoe Craft." Using this technique, nearly all the strips run full length in his boats.

I don't build canoes that way. I prefer to strip the way I was taught by the MCA a few years ago. I prefer to lay up the sides with horizontal full-length stuff and fill in the ends and football area with shorter pieces.

Our new book suggests a system that we recommmend for stripping most canoes. The first strip layed on either side is the shear line. The next one will touch this shear strip in the center of the boat, but it will be installed horizontally. See figure 1. The area between these strips will be filled in later with short stuff.

BUILDING--CONTINUED ON PAGE 28

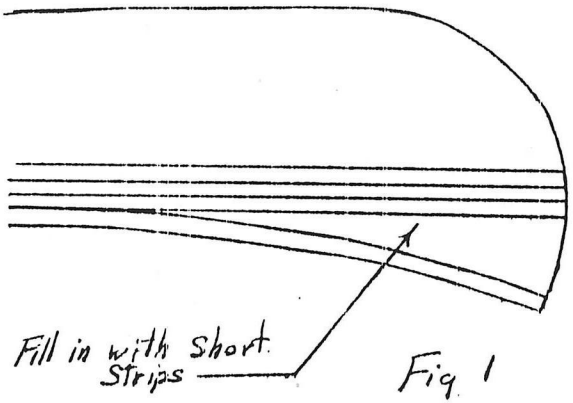


Fig 1

Some time ago I described a technique that I called Ketter Caper. I have used a variation of this technique on every boat I've built since.

On many of the racing canoe designs, the football shaped area is really more of an elongated diamond shape. It is nearly impossible to lay strips around this sharp corner of this diamond and still have them lay flat. Karl taught me to end the strips near the center, running them straight and fitting them into the curve created by the previous strip (See Fig 2). The strips making up the turn of the bilge often dovetail together near the center of the hull but they do lay flat.

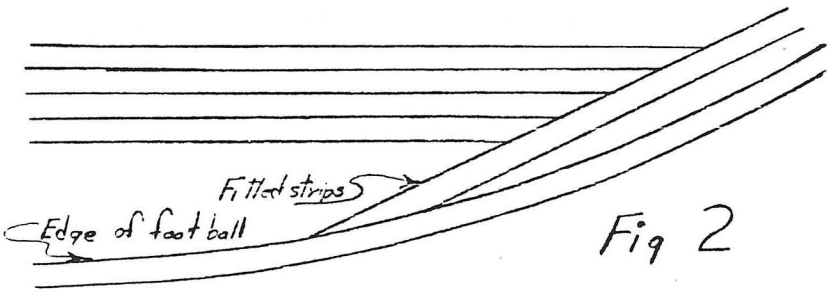


Fig 2

On my more recent boats, I have learned to lay a straight strip around the perimeter of the football actually creating a diamond shape. All of the fore and aft pieces in the football have a straight cut on both ends rather than having to fit each piece into the curved edge of the football. It takes time to fill this straight piece, but it saves time in the complete hull.

Got all that? Clear as mud, right? To make a long story short, all the pieces that I've just discussed will come out of your pile of "less than perfects." With a little pre-planning, you will find that nearly everything except the knots can fit somewhere into the job.

--Bob Brown

TRADING POST

Free personal ads to MCA members

****

TRADING POST ITEMS WILL BE RUN FOR TWO MONTHS
UNLESS RENEWED OR CANCELED PRECEDING PUBLICATION

****

FOR FASTEST SERVICE IN GETTING YOUR AD IN **HUT!**
SEND IT DIRECTLY TO THE EDITOR AT HIS HOME ADDRESS

****

WANTED:

KEVLAR SAWYER CRUISER. In good condition. Prefer red color. Hudson Nichols, (612) 788-2597.

USED: BLUE HOLE OCA, MAD RIVER ROYALEX EXPLORER, OLD TOWN PENOBSCOT or DISCOVERY. Mike Lipke, (612) 481-0085.

FOR SALE:

MERLIN SOLO CANOE, 1983 version. Redwood strip with accents. Ash trim. Clean and sound. Built 9/84. Can be seen in metro area. $425. **SAILBOAT.** 14' fiberglass dinghy style. "Flying Tern." Main, jib and spinnaker new condition. Wood mast. Quite stable. Built-in flotation tanks. Trailer one year old. $1000. Terry Stumme, (507) 373-8105.

14' WHITEHALL ROWBOAT. Mystic design. Woodstrip version. Also forms for same boat. Price negotiable. Bob, 432-7557.

SEDA ORION C-1. Kevlar/graphite/epoxy composite. Medium volume. Split bags and skirt to go. Make any offer. **RACING OR TRIPPING CANOE.** 18' 6" Glass-Epoxy MCA mold design. Good shape. Weighs about 45 pounds. Make an offer. Call Tom, (218) 879-9272.

2 CANED CANOE SEATS. Ash. Cut to fit MCA Guide 17 ft. Bow seat 22-3/4 to 25-1/2, Stern 17 to 20. $20.00 for the pair. Hastings, 437-4523, ask for Bob.

NIKONOS-3, 35mm divers camera. 100% waterproof. f2.5 35mm lens. With some accessories. Excellent condition. $300. Greg Furtman, (218) 525-6027.

****

TRADING POST ITEMS MUST BE RECEIVED NO LATER
THAN THE 15TH OF THE MONTH PRECEDING PUBLICATION

****

BUILDING SUPPLIES

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst and wax (if required) is $13.00 per gallon. Four oz. cloth, 50" wide is $3.00 per yard; 7-1/2 oz. cloth, 60" wide, is $4.25 per yard. Six oz. cloth, 60" wide, is available only from the Eagan and Apple Valley depots at $4.10 per yard.

West System Epoxy is available only from the Apple Valley depot. Call Bob Brown for prices and availability.

Rules for Purchase: Call ahead and schedule pick-up time. Payment must be by check or money order to: Minnesota Canoe Association. **No cash. Sales to MCA members only.**

Depots:	Betty Ketter	561-2208	North Minneapolis
	Bruce Kunz	452-3897	Eagan
	Bob Brown	432-7557	Apple Valley (West System only)

ORDER FORM--Stickers/Patches/T-shirts (Sales to Members only)

Make check (U.S. funds) payable to: **Minnesota Canoe Association.** Send order form to: Verna Robinson, Minnesota Canoe Association, 4421 36th Ave. No., Crystal, MN 55422.

- -

Stickers--Blue MCA logo on a white reflective background, great for canoe or car. $1.00 each.
Sew-On Patches--MCA logo. Gold paddles/silver canoe, $2.00 each.
T-Shirts--50/50 blend. $5.00 each, plus $1.50 mailing per order.

Adult sizes: S, M, L, XL.
- Light blue shirt with navy blue MCA logo.
- Green shirt with white MCA logo.
- Red shirt with white MCA logo.
- Grey shirt with navy blue MCA logo.
- Dark blue shirt with white MCA logo.

Children's sizes: C-S (6-8), C-M (10-12), C-L (14-16)
- Grey with a Navy Blue logo
- Maroon with a White logo
- Navy Blue with a White logo (no large)

To order: Fill in name and address below. Indicate quantity desired for each item. State second color choice for shirts if acceptable.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Description	Color (1st)	(2nd) choice	Size	How many	Amount
		Mailing (shirt orders only)			1.50
		Total amount enclosed			

HELP SPEED UP THE MAIL

When you write to the MCA using the Post Office box address, your mail may be delayed for some time until someone can open it and determine who should handle it. By adding the name of the individual to whom it is directed, you can speed things up greatly.

If you are ordering building books, plans, T-shirts, etc., send your order to the address listed on that particular order form.

Be sure to put "Membership Director" on all Membership Applications, Renewals and Address Changes.

Please note that as of June, 1987 the MCA address changed to P.O. Box 13567, Dinkytown Station, Minneapolis, MN 55414.

MINNESOTA CANOE ASSOCIATION MEMBERSHIP FORM

Make check payable (U.S. funds) to: **Minnesota Canoe Association,**
Send to: **Membership Director, Minnesota Canoe Association,**
P.O. Box 13567, Dinkytown Station, Minneapolis, MN 55414

I am joining the MCA as a [ ] New [ ] Renewal member. Please check:

[ ] Regular Member--1 yr. $10 [ ] Supportive Member--1 yr. $ 25

[ ] Regular Member--2 yr. $19 [ ] Life Member $100

[ ] Regular Member--3 yr. $27 Fill in name, address and phone no.:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone:(____) _____

[ ] If you're moving, check here and fill in your new address above. Include your **HUT!** mailing label for proper handling.
The Post Office will not forward HUT!

Canoe Building Plans, $5.00 each (SALES TO MCA MEMBERS ONLY)

Make check (U.S. funds) payable to: **Minnesota Canoe Association.** Send with plan order form to: Bob Brown, Canoe Plans, 12936 Galaxie Ave., Apple Valley, MN 55124

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

[ ] Woodstrip canoe building manual with Explorer and Guide plans

[ ] BWCA Cruiser [ ] 15'6" Solo Canoe Pirate (Brown)

[ ] MCA 14' Solo [ ] 15' Solo (Ketter)

[ ] Free Spirit Solo (Brown) [ ] Griffen II Solo Kayak (Brown)

[ ] 17' Osprey (Zapf) [ ] 18'6" 4&32 USCA Racer (Burley)

[ ] 17' Kootenay (Kunz) [ ] 18'6" 3&27 Racer (Ketter)

[ ] 15'6" Kootenay Solo (Kunz)

[ ] 30' Voyageur Canoe (The cost of this plan is $20)

[ ] Free leaflet describing canoes (**Enclose self-addressed, stamped, business size envelope**).

Minnesota Canoe Association, Inc.
P. O. Box 13567
Dinkytown Station
Minneapolis, MN 55414

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